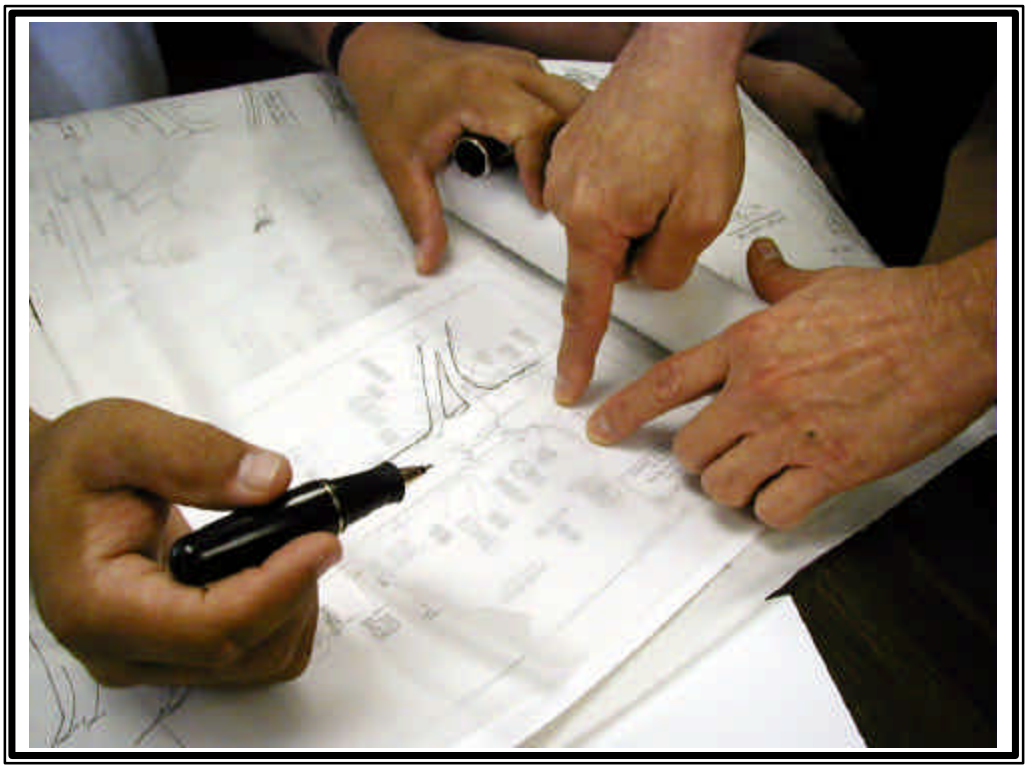
PALOLO NEIGHBORHOOD TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII

FINAL REPORT

JANUARY 2000



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This report was prepared for the Honolulu Department of Transportation Services by R. M. Towill Corp. & Walkable Communities, Inc. For background information on details found in this report contact The Traffic Calming Program at, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

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INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices. This report provides guidance on reducing this unwanted, unsafe behavior.

Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders"; residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1
Traffic calming the Palolo Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member Dr. Duke Bainum and staff to identify an area of concern in his district.

Step 2
R.M. Towill staff collected traffic volume, speed and crash records to determine existing conditions. University of Hawai'i Urban and Regional Planning program mapped traffic information using Geographic Information Systems (GIS).

Step 3
The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4
The Palolo Neighborhood hosted a community traffic calming charrette on September 9, 1999 at the Jarrett Intermediate School. Neighborhood residents were presented with community photographs and given some examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

Step 5
The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings for 14 locations, and then selected 7 tools for enhanced illustrated drawings. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

Step 6
The Palolo Neighborhood hosted a final workshop on November 10, 1999 at the Jarrett Intermediate School. Residents were shown a system map and conceptual drawings for the recommended traffic calming tools. Comments were received and are incorporated into this report. This final report provides the final conceptual system map, and makes recommendations for implementation.